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THE CHINA DIRECTORY

FOR CHINA, JAPAN, COREA, IND-CHINA,

STRAITS, NETHERLANDS, INDIA,

SIAM, PHILIPPINES, BORNEO, &c., &c.,

WITH WHICH ARE INCORPORATED

THE CHINA DIRECTORY

AND

THE HONGKONG DIRECTORY

AND MORE LIST FOR THE FAR EAST.

1897.

The Thirty-third Annual Issue,

which will be found, as hitherto, more full

and accurate than its predecessors.

Royal Order—London with Map and Plans,

pp. 1240, 5s. Directors only, pp. 872, 3s. 5d.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED

WATERS.

OUR AERATED WATER FACTORY is fitted

with the best English Machinery, embodying

the latest improvements in the trade.

The Purest Ingredients only are used,

and the utmost Care and Cleanliness exercised in

the Manufacture throughout.

The Water used is proved by repeated

Analyses to be Absolutely Pure.

For Coast Ports, Waters are packed

and placed on board ship at Hongkong prices, and

the full amount allowed for Packages and

Expenses when resorted in good order.

Counterfoil Order Books supplied on ad-

vances.

Our Registered Telephone Address is

"DISPENSARY, HONGKONG."

And all signed messages addressed to will

receive prompt attention.

The following is a List of Waters always

kept ready in Stock:

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

SELTZER WATER.

BITTER WATER.

SARSAPARILLA WATER.

Tonic WATER.

GINGER ALE.

GINGERALE.

No Credit given for Bottles that look dirty

or greasy, or that appear to have been used for

any other purpose than that of containing

Aerated Waters, as such Bottles are never

used again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 15th April, 1897.

The Daily Press.

HONGKONG, JUNE 29th, 1897.

We do not know how the Light-Dues Com-

mission is proceeding with its inquiry, nor

how the members regard the doctrine en-

unciated by the officials, viz., that as the

port exists for shipping the cost of govern-

ment should be borne by shipping, but we

would venture to bring to their notice the

decrease by which port dues have just

been abolished at Macao and the explanatory

note setting forth the reasons which

have influenced the Government in taking

that step. The decree, which is dated the

30th April last, contains provisions relating

to other Portuguese possessions besides

Macao, and is preceded by a long explana-

tory note, the portion of this explanatory

note which relates to Macao is reproduced

in the *Leto Macao* of the 20th June. It

commences by referring to the opening of

the West River, to Portugal's right to

participate in the trade under the favored

nation clause, and to the favorable geo-

graphical position of Macao in respect of it.

"Two obstacles, however, oppose the future

prosperity of Macao," the note continues,

"one of them being the silting up of the

harbour and the other the tonnage dues."

"The former cannot be immediately re-

medied, but it is less harmful than the

latter, for the harbour is in any case

"accessible to vessels of light draught."

"Tonnage dues have already driven from

Macao the vessels trading with Pakhoi and

Hoihow and have produced a diminution

of 50 per cent. in the vessels entering the

Yokohama to Port Townsend in 13 days—

3 days." Under these circumstances it is con-

siderable to abolish the tonnage dues in so far

as regards vessels arriving from Hongkong

and the ports of China. No prejudice to the

treasury need be feared from this step, the

explanatory note says, because the amount

formerly derived from tonnage dues will be

more than made up by the development of

traffic resulting from the numerous vessels

that will arrive from the ports now opened

to trade, which will greatly augment the

colonial revenue.

Perhaps the officials who are consumed

with a desire to tax shipping may look upon

Macao as an insignificant competitor that

error of the past and if it has the energy to

steadily pursue a course of improvement

while Hongkong imposes burdens on ship-

ping, there can be no doubt that Macao will

capture a large slice of the trade that now

centres at Hongkong. Not only have ton-

nage dues been abolished at Macao, but the

dredging of the harbour has been commenced,

and, though there is not much prospect of

rendering the harbour accessible to ocean

liners unless works of much greater mag-

nitude than those at present in contemplation

are undertaken, coasting boats will well

make use of the port. The trade with Pak-

hoi and Hoihow formerly centred at Macao,

and if Hongkong continues to levy dues on

shipping while Macao exists as a free port

and improves her harbour, there seems no

good reason why the trade should not return

there. And, as trade attracts trade, the

transfer of one line to Macao would en-

courage the transfer of others. While

Macao levied tonnage dues largely in excess

of those levied at Hongkong the contention

of the officials that an impost of two and a

half cents a ton would not keep a single

vessel away from Hongkong carried with

it some plausibility, but with an absolutely

free port competing with it at our very

doors the argument has ceased absolutely to

have any validity. It is a moral certainty

that under the new conditions an impost of

two and a half cents a ton will keep a

certain number of vessels away from the

port, and an impost of even one cent a ton

would have a tendency in that direction.

The best thing the Government could do

would be to abolish the tonnage dues alto-

gether.

THE CASE OF THE QUEEN AGAINST GUNDA

SINOA and two others, all three gunners in

the Asiatic Artillery stationed at Lyseman

Fort, who were charged with, and finally con-

victed of, a peculiarly atrocious specimen

of the offence known as "wounding with

intent to inflict grievous bodily harm,"

occupied the Supreme Court for three

long days and was only concluded on

Saturday night about nine o'clock. The

case for the prosecution alleged the assault

upon BHASAR SINOA to have been com-

mitted close by the Reverse battery between

nine and half-past on the night of the 29th

April. To meet this case three or four of

GUNDA SINOA's comrades came forward and

swore that he was in the Fort with them

from seven till ten o'clock that night.

One of them swore he saw him come in

at seven with two comrades, carrying

vegetables, and that he looked at the clock

and noticed it was at seven; and the two

comrades were called to corroborate this and

prove he never afterwards left the Fort but

was present at roll call at ten o'clock. The

jury, however, unanimously found the three

men charged guilty, and disbelieved the

evidence of those called to prove the abso-

lute which is not at all surprising, seeing that

as the Attorney-General pointed out,

GUNDA himself stated he got to the Fort,

which is situated at some distance from the

Reverse battery, at eight o'clock, a fact

those called to prove the abso had appar-

ently overlooked. One of those witnesses

was a man named HERRA SINOA, and the

Surbahdar proved that HERRA was in Hong-

kong and returned with him that night to

Lyseman Fort in a launch which did not

leave Hongkong till eight o'clock, while

the Havildar proved that he gave HERRA

permission to go to Hongkong that day at

four o'clock and sent a message by him.

It seems impossible to have a case in which

men of HERRA's class and nationality are

called as witnesses without the grossest per-

jury, and this, naturally, calls for the fullest

and most careful investigation of such cases.

With a Judge so painstaking as Sir JOHN

CARBONATON, we may be sure such in-

vestigation was, in this case, and will in

other cases, be made. It is, however, un-

satisfactory that such endeavours to frustrate

the course of justice by a combination of

lying witnesses should be made. But it is,

at least, satisfactory that the jury were

unanimous in their finding after so long

and careful a trial, and that in the result

the offenders have found that the law has

awarded them the punishment they so fully

deserved.

The foundation stone of All Saints Church,

Kobe, was laid on the 21st June by Mrs.

Hellyer.

The C. P. steamer *Empress of Japan* sailed

from Vancouver, on Saturday, the 26th inst.,

for Yokohama.

Yesterday being Coronation Day the mea-

sure in port were decorated and at noon a

royal salute was fired.

The "Ben" Line steamer *Bendish*, from

Amoy and Swatow, left Singapore on the

28th inst. for this port.

The M. S. steamer *Ernest Simons*, with the

best French mail, left Singapore yesterday,

28th inst., at 4 p.m. for this port via Saigon.

The N. P. steamer *Victoria* arrived at Tacoma

on the 25th inst., having made the voyage from

Yokohama to Port Townsend in 13 days—

We learn from a Kobe contemporary that

the *Nagasaki Press* has purchased the entireplant of the *Yokohama Free Press*, andthat the *Yokohama Free Press* will be pub-

lished at the end of the month, and its place

will be taken on July 1st by the *Nagasaki Press*,

which will be published daily.

Referring to the departure for home of

Judge Maxwell on "sick leave," the *Japan Mail*

says:—"It is all probability we shall not see him

back in Japan again, as he has not in over 20

years of his life been in Japan since he was

first sent to Japan to serve for the Crown

and is entitled to retirement and a pension.

In that case Mr. H. S. Wilkinson would receive

substantive rank as Judge in H.M. Court

for Japan."

Mr. H. B. Lathbridge, Superintendent of

Victoria, Gaol, has been appointed Deputy

Governor of the Gaol, and Mr. J. H. Lathbridge

will be appointed to the position of Deputy

Superintendent of the Gaol. Mr. Lathbridge

has been in the colony for some time, and

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VESSELS EXPECTED

DEER FRENCH MAIL.
The M. M. steamer *Deer French*, with De
Fr French mail, left Singapore on the 25th
inst, at 4 p.m. for this port via Saigon.
THE "QUARTER MAIL."
The C. P. steamer *Quarter Mail*, from Japan, sailed
for Vancouver, on Saturday, the 26th instant,
at Yokohama.

THE "ORINAI MAIL."
The N. D. L. steamer *Sachsen*, with the
mail mail, of the 31st May, left Singapore
on Saturday, the 26th instant, at 10 a.m., and
is expected here on or about Thursday,
the 31st July.

AMERICAN STEAMERS.
The "Hon. J. J. steamer *Banholder*, from
San Francisco, will leave Singapore on the 26th
inst, for this port.
The "P. O. steamer *Magellan* left Bombay
on the 25th inst, for this port.
The "P. O. steamer *Albatross* left Tacoma
on the 26th inst, for this port via Japan.

"Rickmers" Line. chartered steamer
passing, passed the Suez Canal on the 1st inst,
is due at Singapore on or about the 21st
inst.

M. steamer *Moyana*, from Glasgow
Liverpool, passed the Canal on 19th inst.

may be considered due at Singapore on or 24th inst.

Steamship *Chingpoo*, from Portland, Or., Mo., on the 24th instant, and may be expected here on or about the 30th instant.

On O. B. S. A's steamer *Tantalus*, from Liverpool, left Singapore on the 22nd instant, and may be expected here on or about the 1st inst.

The China Mutual steamer *Chingoo*, from Amoy, Glasgow and Liverpool, left Singapore on the 22nd instant, and may be expected here on or about the 4th July.

PASSAGE BY CANAL.

WARREN—24th May—*Hilla Cove*, Tenness. 1st June—*Maria Paula*. 4th June—*Amman*. 11th June—*Amman*. 18th June—*Amman*. 25th June—*Amman*. 2nd July—*Amman*. 9th July—*Amman*. 16th June—*Amman*. 23rd June—*Amman*. 30th June—*Amman*. 7th July—*Amman*. 14th July—*Amman*. 21st July—*Amman*. 28th July—*Amman*. 4th August—*Amman*. 11th August—*Amman*. 18th August—*Amman*. 25th August—*Amman*. 1st September—*Amman*. 8th September—*Amman*. 15th September—*Amman*. 22nd September—*Amman*. 29th September—*Amman*. 6th October—*Amman*. 13th October—*Amman*. 20th October—*Amman*. 27th October—*Amman*. 3rd November—*Amman*. 10th November—*Amman*. 17th November—*Amman*. 24th November—*Amman*. 1st December—*Amman*. 8th December—*Amman*. 15th December—*Amman*. 22nd December—*Amman*. 29th December—*Amman*. 5th January—*Amman*. 12th January—*Amman*. 19th January—*Amman*. 26th January—*Amman*. 2nd February—*Amman*. 9th February—*Amman*. 16th February—*Amman*. 23rd February—*Amman*. 1st March—*Amman*. 8th 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Hulhow, Singapore and Bangkok.—Per Friday, the 30th inst., at 9.30 A.M. will be despatched the Canadian Packet, *Empress of India*, for Hongkong, Singapore, Malacca, Penang, Siam, Bombay and Melbourne.—Per *Sagami*, *Maria*, to-morrow, the 30th instant, at 11.30 A.M. will be despatched the Canadian Packet, *Empress of Sumatra*, for Hongkong, Singapore.—Per *Shen-to-morrow*, the 30th inst., at 1.30 P.M. will be despatched the Canadian Packet, *Empress of the North*, to-morrow, the instant, at 3.30 P.M. will be despatched the Canadian Packet, *Empress of Wuxlow*.—Per *Winglong*, to-morrow, 30th instant, at 3.30 P.M. will be despatched the Canadian Packet, *Kobe* and *Yokohama*.—Per *Shen-to-morrow*, the 30th inst., at 11.30 A.M. will be despatched the Canadian Packet, *Empress of Shanghai*. United, *Chernumoo*, *Nagasaki*, *Utsu*, *Gassan* and *Wadsworth*.—Per *Hiege* to-morrow, the 2nd July, at 3.30 P.M. will be despatched the Canadian Packet, *Empress of Singapore*, *Penang* and *Bontay*.—Per *Shen-to-morrow*, the 30th inst., at 11.30 A.M. will be despatched the Canadian Packet, *Empress of Singapore*, *Colombo* and *Bombay*.—Per *Utsu*, *Maria*, on Tuesday, the 6th July, at 9.30 A.M.

MAILS BY THE CANADIAN PACKET.

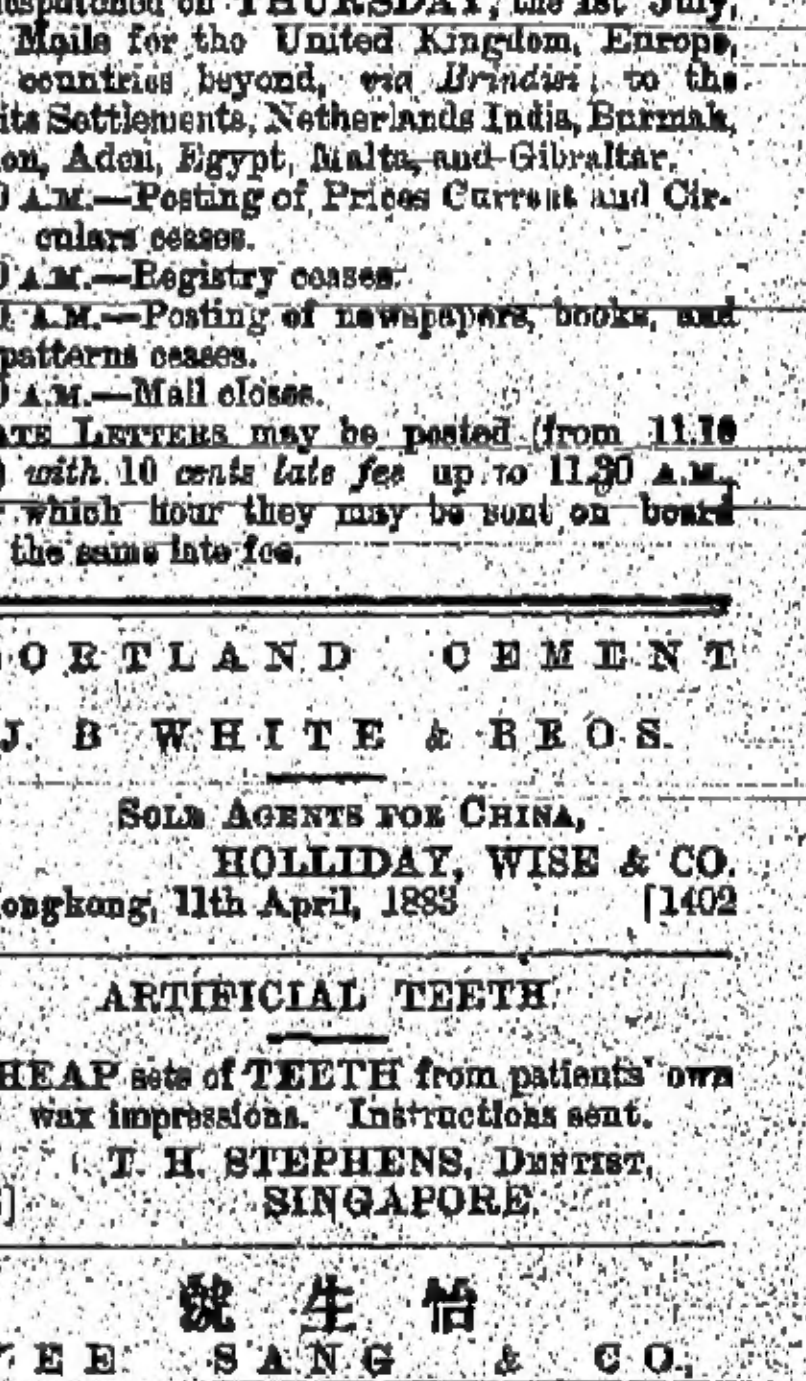
The Canadian Mail Packet *Empress of India* will be despatched on WEDNESDAY, 30th inst., with Mails for Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver; and will be despatched as follows:—

1. A.M. Registry offices.

2. A.M. Post Office closes, but correspondence may be posted on board the Packet with a *Local Fee* of 10 cents extra Foreign and the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Zenobia* will be despatched on WEDNESDAY, 30th inst., with Mails for Hongkong, Singapore, Malacca, Penang, Siam, Bombay and Melbourne.



COAL MERCHANTS
have always on hand
Large Stocks of Every Description of COAL.
Care of Messrs. KWONG SANG & Co
No. 63, PRAYA. 172

I E N T I N G.
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation Free.
Bangkok, 3rd September, 1891. 746

SIAM TEAK TIMBER.

THE BORNEO COMPANY, LIMITED
BANGKOK.

DECKERS can be Booked and Rates Supplied
on Application to the Undersigned for
DECK SQUARES, PLANKS, SCANTLINGS, and
RAILS, of ALL SIZES, and
PLANED, TONGUED, and GROOVED TEAK
TIMBER.

THAN SHING LOO.

GIBB, LIVINGSTON & CO.—
Bangkok, 17th July, 1893. 724

OMBAAT BURMAH TRADING COR-
PORATION, LIMITED.
BANGKOK AND RANGOON.

DECK SQUARES, PLANKS, BOARDS, and
SCANTLINGS PLANED, TONGUED, and GROOVED
TEAK, FOR FLOORING, CEILING, WALLING,
THAN SHING LOO FOR ROOFING.

ENTRUSTED TO RAILWAY SLEEPERS, for all

ates Supplied and Orders Booked by
JARDINE, MATHEWSON & CO.
Calcutta, 2d May, 1896. 11053

OF RESPONSIBLE FOR DEBTS.

either the CLYDEBANK, the AGENTS, nor the
DEBTS will be RESPONSIBLE for any
BILLS contracted by the Officers or the Crew
of the following Vessels during their stay in
the port of LONDON.

CLYDEBANK, British ship, P. T. Holmes, Gibb,
Livingston & Co.
CLYDEBANK, British ship, Wallace, Gibb, Living-
ston & Co.
CLYDEBANK, British ship, H. C. Tait,
Standard Oil Co.
CLYDEBANK, British ship, Martin, Frampton—Stan-
dard Oil Co.
CLYDEBANK, British ship, Macdonald,
Arnold, Karberg & Co.

VESSELS ON THE BERTH | VESSELS ON THE BERTH

FOR WEST RIVER PORTS.
VHM Steamship

"WINGTONG"
 11 Hours. HONGKONG FOR WUCHANG
 DEPARTS OF GAILK ON
 "WEDNESDAY, 20th June, at 4 1/2
 The above date may be slightly modified.
 This vessel has accommodation for the
 number of First Class Passengers
 Paravels of from Wuchang \$10
 Agents can be obtained on board on ap-
 plication to the stevedore, at tariff rates.
 Incidents of routine, which may retard
 the departure of the vessel, will be stated
 in the Hongkong, Canton and Macao Ste-
 vedore's Office, at the Agents' Office,
 at the Office, Limited.
 For Freight, Passengers, apply to
 "BUTTERFIELD & SWIRE"
 Agents.
 Hongkong, 23rd June, 1897.

HONGKONG-WARRACK-MILBURN LINE
 FOR NEW YORK VIA SUBZ CAN
 S. S. "ARGYLE" to sail about 2nd July,
 S. S. "AFRIDI" "18th July,
 S. S. "DENNIS" "18th July,
 Agents can be obtained on board on ap-
 plication to the stevedore, at tariff rates.
 For Freight, Passengers, apply to
 "BUTTERFIELD & SWIRE"
 Agents.
 Hongkong, 23rd June, 1897.

DODWELL, CASSELL & Co.
 Agents.
 Hongkong, 21st June, 1897.
 NIPPON YUSEN KAISHA
 JAPAN-BOMBAY LINE.
 MONTHLY SERVICE.
 (UNDER MAIL CONTRACT).
 FOR SINGAPORE, COLOMBO &
 BOMBAY.
 THE Company's Steamship
 "ITOZUMI MARU,"
 Captain J. M. Carnow, will be despatched
 here on TUESDAY, the 8th July, at N

Per Freight or Passage, apply to
NIPPON YUSEN KAISEI
Hongkong, 21st June, 1897.
NATAL LINE OF STEAMERS
FOUCHOW AND HONGKONG
SOUTH AFRICA (DIRECT).
For NATAL, EAST LONDON, AGROA,
MOSSIEL BAY, and CAPE TOWN.
Taking Cargo under Charter Bill
to DELAGOA BAY and BEERA.)
The Steamship
"PONGOLA."
Sailing for Cape Town, East London, Fouchow

Steamship call, and
 dispatched for the above ports on or about
 12th July.
 For Freight or Passage, apply to
RODWELL, GARRELL &
 Agents.
 Hongkong, 21st June, 1897.
NATAL LINE OF STEAMERS.
 THE undersigned GENERAL AGENTS
 in CHINA and JAPAN for the above
 are prepared to issue THROUGH
 BILLS OF LADING for all the principal
 ports of SOUTH AFRICA, in connection with
 the CHINA STEAM NAVIGATION CO.'s fortnightly
 service, hence to CALCUTTA, Sailing

CALCUTTA for CAPE PORTS every fortnight.
During the **TEA-SEASON** the following
DIRECT STEAMERS will load, call at
at **FOOCHOW**, viz:—
Panama, 18th June and 1st
Consuelo, 22th July and 5th
For freight and further particulars,
apply to—
DODWELL, CATLILL
General Agents for China and Japan
Hongkong, 1st February, 1897.

Ancona, British steamer, 1888, Moore,
 P. & O. S. N. Co.
 Arisaka Maru, Jap. str., 1885, Asai,
 Mitsui Bussan Kaisha
~~Australasian, British str., 1888, Asai,
 Mitsui Bussan Kaisha~~
 Gbb. Livingston & Co.
 Belgio, British str., 2,593, Rinder,
 O. & C. S. N. Co.
 Bendang, British str., 1,453, Wallace,
 Gbb. Livingston & Co.
 Chodang, British str., 1,674, Cass,
 J. & A. Matheson & Co.
 Chusan, British str., 1,381, Murphy,
 Bendley & Co.
 Cleve, German str., 675, Ahrendtsch,
 Jenson & Co.
 Despatch, British str., 1,057, Curtis

Yuen Fui Hong
Empress of India, British str. 3003,
June 32, C.P. R. Co.
Esmeralda, British str. 966, Esplan-
Shewell, Tomes & Co.
Giantarot, British str. 3,925, Webster,
Jarline, Matheson & Co.
Hualong, British str. 783, Hodgins,
Douglas, Leprie & Co.
Hoboken, Gen. str. 2,039, Black &
Makers & Co.
Hongkong, French str. 875, Bastian
& B. Marty
Kiangnan Chinese str. 7,347, Thoday
Chinese
Kiangnak Chinese str. 840, Brissander

Chaves
Kvayang, British str., 1,060, Ouz
June 20, Batterfield & Swire
Kwongchi, British steamer, 249, Ob
Ganton
Lotambro, Italian str., 1,401, Beisito,
Carlonitis & Co
Leongmoon, Ger. str., 1,245, Schuls,
Siemens & Co
Methven Castle, Brit str., 1,710, Hill
Doddrell, V. M. & Co
Mike Maru, Jap. str., 2,053, Goings
Nippon Yusen Kaisha
Miraporo, Brit str., 2,168, Wickende
P. & O. S. N. Co
Mongkut, British str., 850, Calden

Yuen Fat Hong
Nanyong, British str., 935, Hector
Chinese
Olympic, British str., 1391, Truebri
20, Dodwell, Cavill & Co
Pasi, British str., 284, Chinese, for
Peun, British str., 2143, Hankan
Arnhold, Karberg & Co
Proctor, Norr, str., 1002, Borgersen
Butcherfield & Swire
Progress, German str., 678, Brandt
Chinese
Propheta, British str., 1390, Farran
Chinese
Sagami Maru, Jap. str., 1168, Haguro
Nippon Yusen Kaisha
San Joaquin, Span. str., 339, Sturrie

Order
 Shanghai, British str. 1,535, Framp
 26, Butterfield & Swire
 Taichong, German str. 928, Dalm
 T. & Co.
 Taidi, British str. 852, Primros
 Butterfield & Swire
 Tai On, British str. 769, Gallies
 for Canton
 Taianag, British str. 1,505, Sawer
 Jardine, Matheson & Co
 Tataros, Ger. str. 1,812, Cornal
 Siemens & Co
 Tientsin, British steamer, 1,250, Du
 18, Butterfield & Swire
 Wootan, German str. 1,116, Jacob

Lauts, Wegener & Co
SAILING VESSELS.
Bidston Hill, British 4-m. ship.
June 7, Standard Oil Co
Braue, British bark 1555, Framp
Standard Oil Co
Clan Mackenzie, British ship, 1,60
June 11, Arncliffe, Kirkcaldy &
Godfrey, British ship, 1,312, Tra
Standard Oil Co
Landsea, Amr. ship, 1,848, Stah
Drott, Casill & Co
Lucy A. Nickol, Amr. ship, 1,390, I
24, Standard Oil Co
Orient, Swedish bark, 350, Fern
Wielor & Co
June 7, 793, Claris

Siemens & Co.
Terraced, Brit. & Am. Oil Co.
West York, British Lark. 688, D
Orley

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